

Part 71—Designation of Class A, Class B, Class C, Class D, and Class E Airspace Areas; Airways; Routes; and Reporting Points

This change incorporates two amendments:

Amendment 71-25, Amendment to the South Florida Low Offshore Airspace Area, adopted October 28, 1994; and

Amendment 71-26, Airspace Designation, Incorporation by Reference, adopted August 23, 1995. This amendment revises § 71.1 and amends §§ 71.5, 71.31, 71.33, 71.41, 71.51, 71.61, 71.71, 71.79, and 71.901.

Bold brackets enclose the most recently changed or added material in these particular sections. The amendment number and effective date of new material appear in bold brackets at the end of each affected section.

Page Control Chart

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Suggest filing this transmittal at the beginning of the FAR. It will provide a method for determining that all changes have been received as listed in the current edition of AC 00-44, Status of Federal Aviation Regulations, and a check for determining if the FAR contains the proper pages.

The rule will impose no additional administrative, personnel, or equipment costs on Eglin AFB or the FAA. Any additional operations workload generated by the rule will be absorbed by current personnel and equipment resources.

The cost to aircraft operators will be occasional delays and deviations from their current flight times and paths. However, the FAA contends that these delays will be so short and infrequent that they will impose little if any cost.

Benefits

The benefits of the rule will be primarily in the form of improved ATC efficiency and enhanced safety. Improved ATC efficiency and safety will come from the ability of Eglin ATC to better separate the flow of military and civilian aircraft.

Conclusion

In view of the little or no cost of compliance versus enhancements to aviation safety and efficiency, the FAA has determined that the rule will be cost-beneficial.

International Trade Impact Statement

This rule will not constitute a barrier to international trade, including the export of American goods and services to foreign countries and the import of foreign goods and services into the United States. This assessment is based on the fact that the rule will impose little or no costs on aircraft operators or aircraft manufacturers (U.S. or foreign).

Regulatory Flexibility Determination

In accordance with the Regulatory Flexibility Act of 1980, the FAA has determined that this rule will not have a significant economic impact, positive or negative, on a substantial number of small entities. This assessment is based on the fact that the rule will impose little or no cost on small entities.

Federalism Implications

The regulations proposed herein will not have substantial direct effects on the states, on the relationship between the national government and the states, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule will not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

International Civil Aviation Organization and Joint Aviation Regulations

In keeping with the U.S. obligations under the Convention on International Civil Aviation, it is FAA policy to comply with ICAO Standards and Practices (SARP) to the maximum extent practicable. The FAA has determined that this rule will not present any differences.

Paperwork Reduction Act

In accordance with the Paperwork Reduction Act of 1980 (Pub L. 96-511), there are no requirements for information collection associated with this rule.

Conclusion

For the reasons discussed in the preamble, and based on the findings in the Regulatory Flexibility Determination and the International Trade Impact Analysis, the FAA has determined that this regulation is not a "significant regulatory action" under Executive Order 12866. In addition, the FAA certifies that this regulation will not have a significant economic impact, positive or negative, on a substantial

Amendment 71-25

Amendment to the South Florida Low Offshore Airspace Area

Adopted: October 28, 1994

Effective: November 3, 1994

(Published in 59 FR 55029, November 3, 1994)

SUMMARY: This action amends the description of the South Florida Low airspace area to exclude the airspace within the Grand Bahama terminal control area (TCA) and the Nassau TCA. At the present time, the South Florida Low airspace area is correctly depicted on aeronautical charts as excluding the airspace of the underlying Grand Bahama and Nassau TCAs. However, the current airspace description of this airspace area is erroneous in that it inadvertently includes the Grand Bahamas and the Nassau TCAs as part of the South Florida Low airspace area. This action corrects this error.

FOR FURTHER INFORMATION CONTACT: Reginald C. Matthews (ATP-230), Air Traffic Rules Branch, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-8783.

SUPPLEMENTARY INFORMATION:

Background

The Offshore Airspace Reconfiguration Final Rule published March 2, 1993 (58 FR 12128), amended the Federal Aviation Regulations (FAR), in pertinent part, by designating additional control areas as offshore airspace areas or en route domestic airspace areas. The offshore areas were divided into high and low areas and an effort was made to establish a uniform floor of controlled airspace for certain air traffic operations. Through that rule, the South Florida control area was revised and redesignated as the South Florida Low offshore airspace area. The rule also extended the airspace of the South Florida Low airspace area from 2,700 feet mean sea level (MSL) up to, but not including, 18,000 feet MSL.

The lateral boundaries of the South Florida Low were further revised, by amendment (58 FR 33907; June 22, 1993), to extend from latitude 28°00'00" North to latitude 34°00'00" North. However, both amendments to the South Florida Low airspace area inadvertently included the underlying airspace within the Grand Bahama TCA and the Nassau TCA, both of which have airspace segments extending above 2,700 feet MSL. The South Florida Low is correctly depicted on aeronautical charts as excluding the airspace of the underlying TCAs. However, the airspace description does not reflect this exclusion as was intended.

The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) revises the airspace description of the South Florida Low airspace area by excluding the Grand Bahama TCA and the Nassau TCA.

The FAA has determined that this regulation is not a "significant regulatory action" under Executive Order 12866; is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation,

Amendment 71-26

Airspace Designation; Incorporation by Reference

Adopted: August 23, 1995

Effective: September 15, 1995

(Published in 60 FR 47266, September 6, 1995)

SUMMARY: This action amends the Federal Aviation Regulations relating to airspace designations to reflect the approval by the Director of the Federal Register of the incorporation by reference of FAA Order 7400.9C, Airspace Designations and Reporting Points. This action also explains the procedures the FAA will use to amend the listings of Class A, Class B, Class C, Class D, and Class E airspace areas and reporting points incorporated by reference.

EFFECTIVE DATE: These regulations are effective September 16, 1995, through September 15, 1996. The incorporation by reference of FAA Order 7400.9C is approved by the Director of the Federal Register as of September 16, 1995, through September 15, 1996.

FOR FURTHER INFORMATION CONTACT: Brenda Brown, Airspace and Obstruction Evaluation Branch (ATP-240), Airspace-Rules and Aeronautical Information Division, Air Traffic Rules and Procedures Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-9235.

SUPPLEMENTARY INFORMATION:

History

FAA Order 7400.9B, Airspace Designations and Reporting Points, dated July 18, 1994, and effective September 16, 1994, listed Class A, Class B, Class C, Class D, and Class E airspace areas and reporting points. Due to the length of these descriptions, the FAA requested approval from the Office of the Federal Register to incorporate the material by reference in the Federal Aviation Regulations (FAR) section 71.1 (14 CFR section 71.1). The Director of the Federal Register approved the incorporation by reference of FAA Order 7400.9B in section 71.1, effective September 16, 1994, through September 15, 1995. During the incorporation by reference period, the FAA processed all proposed changes of the airspace listings in FAA Order 7400.9B in full text as proposed rule documents in the *Federal Register*. Likewise, all amendments of these listings were published in full text as final rules in the *Federal Register*. This rule reflects the periodic integration of these final rule amendments into a revised edition of Airspace Designations and Reporting Points, Order 7400.9C. The Director of the Federal Register has approved the incorporation by reference of FAA Order 7400.9C in section 71.1, as of September 16, 1995, through September 15, 1996. This rule also explains the procedures the FAA will use to amend the airspace designations incorporated by reference in part 71. Sections 71.5, 71.31, 71.33, 71.41, 71.51, 71.61, 71.71, 71.79, and 71.901 are also updated to reflect the incorporation by reference of FAA Order 7400.9C.

The Rule

This action amends part 71 of the Federal Aviation Regulations to reflect the approval by the Director of the Federal Register of the incorporation by reference of FAA Order 7400.9C effective September 16, 1995, through September 15, 1996. During the incorporation by reference period, the FAA will continue to process all proposed changes of the airspace listings in FAA Order 7400.9C in full text as proposed rule documents in the *Federal Register*. Likewise, all amendments of these listings will

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 effective September 15, 1995.

The authority citation for part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g); 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 14 CFR 11.69.

【The complete listing for all Class A, Class B, Class C, Class D, and Class E airspace areas and for all reporting points can be found in FAA Order 7400.9C, Airspace Designations and Reporting Points, dated August 17, 1995. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. The approval to incorporate by reference FAA Order 7400.9C is effective September 16, 1995, through September 15, 1996. During the incorporation by reference period, proposed changes to the listings of Class A, Class B, Class C, Class D, and Class E airspace areas and to reporting points will be published in full text as proposed rule documents in the *Federal Register*. Amendments to the listings of Class A, Class B, Class C, Class D, and Class E airspace areas and to reporting points will be published in full text as final rules in the *Federal Register*. Periodically, the final rule amendments will be integrated into a revised edition of the order and submitted to the Director of the Federal Register for approval for incorporation by reference in this section. Copies of FAA Order 7400.9C may be obtained from the Document Inspection Facility (APA-220), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, (202) 267-3485. Copies of FAA Order 7400.9C may be inspected in Docket No. 28306 at the Federal Aviation Administration, Office of the Chief Counsel (AGC-200), Room 915G, 800 Independence Avenue, SW., Washington, DC weekdays between 8:30 a.m. and 5:00 p.m., or at the Office of the Federal Register, 800 North Capitol Street, NW., Suite 700, Washington, DC. This sec-

(Amdt. 71-25, Eff. 11/3/94); [(Amdt. 71-26, Eff. 9/15/95)】

§ 71.3 [Reserved]

§ 71.5 Reporting Points.

The reporting points listed in subpart H of [FAA Order 7400.9C] (incorporated by reference, see § 71.1) consist of geographic locations at which the position of an aircraft must be reported in accordance with part 91 of this chapter.

(Amdt. 71-20, Eff. 9/16/93); (Amdt. 71-23, Eff. 9/16/94); [(Amdt. 71-26, Eff. 9/15/95)】

§ 71.7 Bearings, Radials, and Mileages.

All bearings and radials in this part are true and are applied from point of origin and all mileages in this part are stated as nautical miles.

§ 71.9 Overlapping Airspace Designations.

(a) When overlapping airspace designations apply to the same airspace, the operating rules associated with the more restrictive airspace designation apply.

(b) For the purpose of this section—

(1) Class A airspace is more restrictive than Class B, Class C, Class D, Class E, or Class G airspace;

(2) Class B airspace is more restrictive than Class C, Class D, Class E, or Class G airspace;

(3) Class C airspace is more restrictive than Class D, Class E, or Class G airspace;

(4) Class D airspace is more restrictive than Class E or Class G airspace; and

to the rating requirements, operating rules, and equipment requirements of part 91 of this chapter. (Amdt. 71-20, Eff. 9/16/93); (Amdt. 71-23, Eff. 9/16/94); [(Amdt. 71-26, Eff. 9/15/95)]

§ 71.33 Class A Airspace Areas.

(a) That airspace of the United States, including that airspace overlying the waters within 12 nautical miles of the coast of the 48 contiguous states, from 18,000 feet MSL to and including FL600 excluding

gitude 160°00'00" West.

(c) The airspace areas listed as offshore airspace areas in subpart A of [FAA Order 7400.9C] (incorporated by reference, see § 71.1) that are designated in international airspace within areas of domestic radio navigational signal or ATC radar coverage, and within which domestic ATC procedures are applied.

(Amdt. 71-19, Eff. 9/16/93); (Amdt. 71-23, Eff. 9/16/94); [(Amdt. 71-26, Eff. 9/15/95)]

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(1) The Alaska peninsula west of longitude 160°00'00"W.; and

(2) The airspace below 1,500 feet above the surface of the earth.

(b) The airspace areas designated for an airport in subpart E of [FAA Order 7400.9C] (incorporated by reference, see § 71.1) within which all aircraft operators are subject to the operating rules specified in part 91 of this chapter.

(c) The airspace areas listed as domestic airspace areas in subpart E of [FAA Order 7400.9C] (incorporated by reference, see § 71.1) which extend upward from 700 feet or more above the surface of the earth when designated in conjunction with an airport for which an approved instrument approach procedure has been prescribed, or from 1,200 feet or more above the surface of the earth for the purpose of transitioning to or from the terminal or en route environment. When such areas are designated in conjunction with airways or routes, the extent of such designation has the lateral extent identical to that of a Federal airway and extends upward from 1,200 feet or higher. Unless otherwise specified, the airspace areas in the paragraph extend upward from 1,200 feet or higher above the surface to, but not including, 14,500 feet MSL.

(d) The Federal airways described in subpart E of [FAA Order 7400.9C] (incorporated by reference, see § 71.1).

(e) The airspace areas listed as en route domestic airspace areas in subpart E of [FAA Order 7400.9C] (incorporated by reference, see § 71.1). Unless otherwise specified, each airspace area has a lateral extent identical to that of a Federal airway and extends upward from 1,200 feet above the sur-

tude up to, but not including, 18,000 feet MSL. (Amdt. 71-16, Eff. 9/16/93); (Amdt. 71-19, Eff. 9/16/93); (Amdt. 71-20, Eff. 9/16/93); (Amdt. 71-21, Eff. 9/16/93); (Amdt. 71-23, Eff. 9/16/94); [(Amdt. 71-26, Eff. 9/15/95)]

§ 71.73 Classification of Federal Airways.

Federal airways are classified as follows:

(a) Colored Federal airways:

- (1) Green Federal airways.
- (2) Amber Federal airways.
- (3) Red Federal airways.
- (4) Blue Federal airways.

(b) VOR Federal airways.

§ 71.75 Extent of Federal Airways.

(a) Each Federal airway is based on a center line that extends from one navigational aid or intersection to another navigational aid (or through several navigational aids or intersections) specified for that airway.

(b) Unless otherwise specified:

(1) Each Federal airway includes the airspace within parallel boundary lines 4 miles each side of the center line. Where an airway changes direction, it includes that airspace enclosed by extending the boundary lines of the airway segments until they meet.

(2) Where the changeover point for an airway segment is more than 51 miles from either of the navigational aids defining that segment, and—

(i) The changeover point is midway between the navigational aids, the airway includes the

over point, and extending until they intersect with the bisector of the angle of the center lines at the changeover point; and between lines connecting these points of intersection and the navigational aid nearer to the changeover point.

(3) Where an airway terminates at a point or intersection more than 51 miles from the closest associated navigational aid, it includes the additional airspace within lines diverging at angles of 4.5° from the center line extending from the associated navigational aid to a line perpendicular to the center line at the termination point.

(4) Where an airway terminates, it includes the airspace within a circle centered at the specified navigational aid or intersection having a diameter equal to the airway width at that point. However, an airway does not extend into an oceanic control area.

(c) Unless otherwise specified—

(2) The airspace of a Federal airway, within the lateral limits of a Class E airspace area with a lower floor, has a floor coincident with the floor of that area.

(d) A Federal airway does not include the airspace of a prohibited area.

§71.77 Removed and Reserved.

(Amdt. 71-19, Eff. 9/16/93)

§71.79 Designation of VOR Federal Airways.

Unless otherwise specified the place names appearing in the descriptions of airspace areas in subpart E of [FAA Order 7400.9C] (incorporated by reference, see § 71.1) designated as VOR Federal airways indicate VOR or VORTAC navigational facilities identified by those names.

(Amdt. 71-20, Eff. 9/16/93); (Amdt. 71-23, Eff. 9/16/94); [(Amdt. 71-26, Eff. 9/15/95)]

Subpart F—[Reserved]

Subpart G—[Reserved]

